

## REPORT

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# RAILROAD OPERATIONS CRITICIZED

**HARVEST PREPARATIONS LAG; BESHCHEV MOVES** -- Gudok, No 75, 24 Jun 49

A committee sent to the railroad okruzs in the south to inspect preparations for handling the coming harvest has uncovered a number of shortcomings. In the Maksimovka and Lavovets stations of the Lvov Railroad System and along the Odessa System, some grain from last year's harvest still remains in the storehouses. Little is being done, especially in the Southwestern and Odessa Systems, to guarantee a supply of clean and repaired freight cars. Repair of scales at weighing points is not being carried out in many places.

In Budenovsk, a leading grain-loading point on the Ordzhonikidze System, the Ministry of Agricultural Procurement and Yuzsgotzerno (Southern Grain Procurement) have taken no steps to expand the siding facilities to serve the new grain storehouses built there this year.

Machinery for loading and unloading grain has not been provided in a large number of loading points.

Gudok, No 76, 26 Jun 49

B. P. Beahcher, Minister of Transportation, has ordered Krivonos, head of the Donets Railroad Okrug, Arutyunov, head of the Caucasus Railroad Okrug, and Kovalov, head of the Southwestern Railroad Okrug, to rectify the deficiencies disclosed in the report published in Gidrok for 24 June.

REPAIR OF SIDING BEHIND SCHEDULE -- Gudok, No 75, 24 Jun 49

Repair of railroad sidings in anticipation of the grain harvest has not been completed on the Ryazan' section of the Moscow-Ryazan' Railroad System. In the Yasakovo, Zadubrov'ye, Pronya, and Shelukhovo stations the sidings are unsuitable for normal passage of trains. In Khrushchevo and other stations the use of some dilapidated sidings has been forbidden.

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**PRIMORSKAYA SYSTEM REPAIRS FREIGHT CARS -- Gudok, No 74, 22 Jun 49**

During 5 months of 1949, the Primorskaya Railroad System has reconditioned 630 freight cars, of which 418 were covered. Some of the cars were damaged during the war. The reconditioning work is hindered somewhat by the failure of the Far Eastern Railroad Okrug to supply good-quality materials for the work.

The cars will be used to transport wheat from this year's harvest. The 1949 plan calls for the reconditioning of 800 cars by the system.

**ZLATOUST LOCOMOTIVES OPERATE POORLY -- Gudok, No 76, 26 Jun 49**

The work of electric locomotives operating out of the Zlatoust Depot, South Ural Railroad System, is unsatisfactory. The summer schedule raised the turnaround norm 50 percent on the Zlatoust-Chelyabinsk section. Locomotives are forced to wait at the turnaround point just because the schedule calls for it. Nevertheless, the raised norm is still not being fulfilled. About 1.5 - 2 days are wasted on the round trip to Chelyabinsk, and inefficiency in Chelyabinsk has caused delays of as much as 13 hours. Far from covering a distance of 500 kilometers per day, locomotives out of Zlatoust do not even cover 300 kilometers per day.

**FREIGHT WORKERS APPEAL FOR HELP -- Gudok, No 74, 22 Jun 49**

In an open letter in Gudok to the members of the freight operations department of the Moscow Institute of Transport Engineers, workers of the Gor'kiy Freight Station have appealed for help in working out a basic technological process for handling freight in the station. The Gor'kiy Station serves more than 300 industrial enterprises and is a transshipment point between the railroad and river transport. Average delay in the station is now 11.5 hours above the prewar figure, while working conditions have remained the same and the personnel if anything are more experienced. The workers complain that the industrial enterprises served by the station, knowing of the lack of system, take advantage of the laxity and add to the poor showing of the station by failing to load, unload, and return freight cars on schedule.

**HANDLING OF PERISHABLE FREIGHT SLOVED -- Gudok, No 75, 24 Jun 49**

A letter to Gudok states that the dual control on transportation of perishable freight causes needless confusion and waste in the handling of perishables. The division of responsibility between the freight and commercial departments results in no control at all. In the second half of February four freight cars of apples left Alma-Ata for Moscow. They spent 8 days on the Turkestan-Siberian System, 4 days on the Tashkent System, 10 days on the Orenburg System, and 7 days on the Kuybyshev System. The Main Freight Administration lost sight of the apples, and when they arrived at Moscow, about half were spoiled. Fresh fish sent from Irkutsk on 24 March arrived in Moscow on 5 May.

More attention should be paid to refrigerator cars. Work done by the Tambov Railroad Car Repair Plant, in particular, is unsatisfactory.

**KURGAN SECTOR CALLED BOTTLENECK -- Gudok, No 74, 22 Jun 49**

Locomotive workers of the Petropavlovsk Depot complain that the Kurgan section of the South Ural Railroad System hinders their operations. During May, there were 1,985 instances in which a train was held up at signal lights on the section, causing a total delay of 981 hours, and 1,829 instances of delay at intermediate stations, causing a total delay of 6,126 hours. The situation did not improve in June. Although the Petropavlovsk Depot has 17 locomotives above

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the norm, the average daily distance traveled was 40 - 50 percent below the norm, and turnaround time was slowed by 6 hours.

**TURKSIK RAILROAD SHOWS SLUMP -- Gudok, No 76, 26 Jun 49**

The Turkistan-Siberian Railroad System is operating now much worse than it did during the winter months. The schedule for train movements is being completed only 30 - 40 percent, turnaround time of cars has risen by more than 2 days, and spoilage has risen considerably.

One of the reasons for this lack of efficiency is the absence of direction in trade-union work.

**RAILROAD LOADERS CAUSE BREAKAGE -- Sovetskaya Sibir', No 97, 18 May 49**

A substantial amount of the goods shipped to the Novosibirsk Electric Motor Plant by railroad has been found unsuitable for use in production, due to damage in transport. Breakage of glass and porcelain goods is a usual occurrence, even though the articles have been packed and marked with care. The plant has been losing large sums from such breakage. The fault lies with the undisciplined and careless loaders at the starting and the terminal railroad stations.

**YAROSLAVL' RAILROAD IMPROVES -- Gudok, No 74, 22 Jun 49**

Track repair work is going well in the Balakirevo-Aleksandrov section of the Yaroslavl' Railroad System. As of 10 June, 2 kilometers of track had been repaired above plan. The repair sections are completely mechanized. Raising track, replacement of rails, and ballasting are carried on simultaneously.

Gudok, No 76, 26 Jun 49

Complete radiatorization of the main line of the Yaroslavl' Railroad System was completed 26 June.

**LOCOMOTIVES SET ALL-UNION RECORD -- Izvestiya, No 140, 16 Jun 49**

Engineers at the Vladimir Depot of the Gor'kiy Railroad System have set an all-Union record for daily locomotive runs. Recently a locomotive ran 818 kilometers in a 24-hour period. Last May, an engineer at the same depot had operated his locomotive over 760 kilometers in a 24-hour period.

Gudok, No 74, 22 Jun 49

A locomotive of the Alma-Ata Station recently completed a 1,123,000-kilometer run without capital or medium repair.

**MARSHALLING SYSTEM PROVES EFFECTIVE -- Gudok, No 76, 26 Jun 49**

The Moscow Freight Station of the Moscow-Kiev Railroad System has found its marshalling method, which entails grouping of freight cars for forming while trains are being broken, effective. On 16 June, one shunting locomotive of the station, in one shift, fulfilled its norm 131.3 percent, saved 1,111 car-hours, and saved 2,666 rubles, without any delays or losses.

The station uses two locomotives for shunting, one of which is a so-called freight-shed locomotive.

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GEORGIA ADDS SPECIAL PASSENGER SERVICE -- Zarya Vostoka, No 119, 19 Jun 49

Special freight cars have been set aside for passengers riding on flatcars. Tickets can be purchased on these cars. Such cars have been added to the Batumi-Makharadze trains No 185/186, Batumi-Poti trains No 61/62, Batumi-Kutaisi trains No 83/84, and Poti-Samtredia trains No 87/88. These cars are provided with the inscription, "For flatcar passengers."

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